

AFFAIRS OF THE RAILWAYS.

The Alton Declines to Co-Operate.

CHICAGO, Dec. 14.—When President Strong, of the Atchafalaya, Topeka & Santa Fe, was in Chicago, about two weeks ago, he submitted to the presidents of the various roads a plan for a temporary agreement. It is designed to secure an absolute maintenance of rates for a period of six months, commencing Jan. 1, the idea being to keep rates up to a point where, during the busy winter season, or until such time as the financial rulers of the roads are ready to spring their next big scheme. The unusual feature of the plan is the provision that if any railroad declines to co-operate, it will be put into operation.

Personal, Local and State Notes.

The Western Freight Association has decided to charge commodity rates on coal, oil, hardware, lumber and stone, and to put them into effect without the unanimous assent of the roads in interest, and there is considerable doubt as to whether they can all be brought into line. Thus far the agreement has been signed only by the presidents of the Atchafalaya, the Rock Island, and the Northwestern, and the Burlington & Quincy. The plan was submitted to President Blackstone, of the Alton, and while he has not absolutely refused to sign it, there is an impression that he will refuse. Such an agreement would not amount to much without the co-operation of the Alton, and the chances seem that it will not be put into operation.

The receipts of live stock of the Western lines in the last few days have been heavy, ranging from 130 to 150 car-loads per day. The last phase of the live stockmen's strike is the most serious one. It is now in its third week, and two have been killed and seven have lost fingers or suffered other bodily injuries.

The Indiana Midland Railway Company has resumed work on its shops at Lebanon. Yesterday the tracks were laid up to the building and the shops will soon be ready for occupancy.

J. T. Ripley, commercial agent of the C. B. & Q. road at St. Louis, has resigned to accept the chairmanship of the Western classification committee. He assumes his new duties on Monday next.

George Mitchell, who was killed at Commerceville a few days ago, when in charge of a station, was at one time an engineer on the Ohio & Mississippi road and a member of the Brotherhood of Locomotive Engineers.

The wholesale men have profited handsomely through the low west bound rates which have prevailed for some time past, from the season to Indianapolis, and they are now turning good over the advance ordered for Monday next.

The passenger agents and the holiday traveling public are not pleased that the general passenger agents made the holiday trip one fare and one-third for the round trip. For years past one fare for the round trip has been the rule.

Express agents state that no feature of their business has increased to such an extent in the last two years as that of carrying money, or transmitting it by telegraph. This, the agents say, is one of the results of the altered unreliability of the mail service.

Twenty-six coaches and six locomotives on the Indianapolis division of the Bee-line are now equipped with the Martin steam heater, which takes the steam from heating the locomotive. Superintendent E. W. Davis has, probably, after the last of the month all their trains will be heated by this process.

H. W. Hibbard, general freight agent of the Vandallia, with the approval of Joseph Hill, general superintendent, has appointed J. D. Peterson commercial agent of the company, with office at Indianapolis, North Illinois street, and C. A. Rodney local freight agent, with office at the freight depot. Mr. Peterson was previously to the positions they have been called to fill.

Chicago parties have taken hold of the Graydon steam heater, and will push its introduction on several of the leading Western roads. Trains on the Atchafalaya, Topeka & Santa Fe road are to be equipped with this heater, and should it give satisfaction it will be adopted by the company. Although the device is not one that is claimed for it, for want of capital its introduction has been slow. The test of the heater on the Vandallia has been highly satisfactory.

Under the new deal, all of the through trains arriving here between 11:30 A. M. and 3 P. M. stop twenty minutes for dinner, and the traveling public are already showing that it appreciates the arrangement. Meals are ordered ahead of the train, and Thomas Taggart, proprietor of the dining hall, has arranged with the conductors of the several trains to give ample notice of the time of departure in the dining hall, so that no one need be left or get rattled in finding his train.

The Union Railway Company has done a very creditable thing in the way of an improvement to the tunnel under their tracks on South Illinois street. They have called the roof and have lighted it with electricity, making it pleasant for pedestrians and a simple matter to pass through. There will be no more dripping of water from the roof of the tunnel. A policeman should now be placed in the tunnel to see that the walls are not defaced or other indecencies practiced.

The fact that the presidents of the Indianapolis lines six weeks ago notified their passenger and ticket agents here that the cutting of a rate in either direction would be grounds for dismissal is creating much merriment. The local ticket agents are ignoring the action taken by the presidents, and propose in their agreement that any passenger who complains cutting a rate shall pay a fine of \$25. The question arises with what tribunal will the agents be accountable, as it would be hardly consistent to punish a man for the action of his superiors.

The next important improvement which the Pennsylvania Company contemplate making at Indianapolis is the erection of a fine four-story building on the point where Virginia avenue crosses Delaware street. The plan for the building was prepared two years ago, but the company has had so many other improvements in progress that the matter was shelved temporarily, and will probably be ground in the near future. The company is badly in need of office room here, it is not being policy to rent rooms, as they are now doing for offices.

The members of the Western Freight Association are making an attempt to bring about a restoration of rates on provisions and live stock. When the rates on live stock are cut between Kansas City and Chicago, other points suffer in their business, none more so than Indianapolis. As a means of bringing about a restoration of rates, the members of the association have agreed to sign a bill and send a sworn and sealed statement of an agreement which they have extending beyond Dec. 31, 1898, to the chairman of the association before the 25th of this month. The plan of bringing it to be held to consider the questions at issue.

Dave Grauman, who is considered the champion ticket-scalper of the West, is in the city for a day or two. He admits that the decision of the Interstate Commerce Commission regarding the future of the scalpers, but he is not allowing the matter to worry him. The fact is that the scalpers have not had such a blow struck at their business for years, as the commission has decided that the payment of commissions is a violation of the interstate-commerce act, and that companies are liable for every ticket they put in the hands of a scalper. The president of one of the Indianapolis lines, on Thursday, telegraphed his traffic manager to see that no more of their tickets were sold through scalpers, the road having worked through them largely for some time past.

Said an official of the Pennsylvania line yesterday: "There has been so much said of late about fast runs that I would like to show the train-sheet of a run recently made by train No. 7, hauling the three white mail-cars and three express cars from Columbus to Indianapolis. The entire distance from Columbus to Indianapolis was made at an average speed of fifty-one and three-tenths miles per hour, stops to be deducted. A few miles out of Columbus thirteen miles were covered at an average speed of sixty-one and four-tenths miles per hour. A short distance further west eleven miles were covered at an average speed of sixty-six and eight-tenths miles per hour, and after that eight miles were covered at an average speed of seventy and three-tenths miles per hour; but the highest speed was attained in running from Knightstown to Greendale, sixteen miles, which was covered at a speed of seventy-one and four-tenths miles per hour."

Miscellaneous Items. The Missouri Pacific directors met yesterday and declared the regular dividend of 1 per cent. It is stated that the central of the International & Great Northern road is likely to be taken out of the hands of the Missouri Pacific Railroad Company.

The directors of the East Tennessee railroad, yesterday re-elected Samuel Thomas president and Calvin S. Bruce vice president. No other business was transacted.

One of the roads east out of Kansas City declines to weigh the live stock shipped over its line, and bill it at net weight, and it is feared that this will break up the movement in that direction.

The Baltimore & Ohio, coming to the front on Monday last, and cutting rates on certain

classes of freight out of Chicago, has again demoralized matters, but it is thought a peace will be patched up before the 17th, the day on which east-bound rates are to be advanced.

Jasper county, Missouri, has appointed a commission to visit the owners of the Kansas City, Fort Scott & Memphis road, to confer with the latter regarding the extension of the road to Joplin, striking the rich lead and zinc mines of that county, and a large cattle and cereal traffic is promised. At present but one road passes through that county.

It is stated that fully one-fifth of the Chicago, Burlington & Quincy stock has been shrank in values in the last twelve months of \$107,943,263. The largest shrinkage is shown in the Atchafalaya, Topeka & Santa Fe, and the Chicago, Burlington & Quincy comes next. That Boston capitalists have been able to stand such a shrinkage without serious financial wrecks is a matter over which the Boston press is baffled.

How easily passenger affairs of the Northwestern line are demoralized is seen at once in the fact that on four parallel tracks in the Union station at St. Paul, every day, four trains scheduled to leave St. Paul at the same hour, while the tariff is \$1.10 for these points, but a small per cent. of the passengers carried pay \$7. Most of the roads work through scalpers on what are known as the black tickets.

The Central Vermont has not settled all of the claims growing out of the disaster Feb. 5, 1887, yet. At that time thirty were killed and thirty-six injured. Something over half these cases have been settled, but not a suit has been tried. The Bussey-bridge accident, where twenty-three were killed and one hundred injured, cost nearly \$1,000,000. The Vermont laws are much more favorable to the Central Vermont than the Massachusetts laws. Here \$5,000 is paid in case of death.

A wealthy transportation company has been formed at Pittsburg, with the intention of entering into competition with the railroad companies for the freight business of the West, placing powerful steamers and barges on the water routes between northward from St. Louis to the Mississippi river, and by tributaries of the Mississippi reach the ore mines of Tennessee and Alabama. Their principal business will be carrying ore, although it is expected traffic arrangements will be made with the two of the road running west from St. Louis which will enable the water routes to handle freight for inland points.

WHAT THE STATE-HOUSE COST.

Final Report of the Commissioners as to Amounts Expended in the Past Ten Years.

The State-house Commissioners have submitted to the Governor their final report, which is comprised within many pages of a printed pamphlet. Much of the matter covers the details of the work in regard to plans, their revision, award of contracts, questions relating to construction, and so on, until the expenditures on the building are reached. These are set forth in extensive, and include outlays of money of every description. During the several years the building was in course of construction, up to Oct. 22, 1888, the date on which it was completed, every part of the expenditure was itemized.

From May 24, 1877, when the commission was organized, to Dec. 31, 1878, the amount expended was \$20,491.68. After that the yearly

1879.....\$132,085.69
1880.....193,760.47
1881.....201,631.07
1882.....187,069.03
1883.....62,891.72
1884.....286,178.97
1885.....432,323.63
1886.....313,510.88
1887.....169,082.91
1888.....178,338.73

The amount expended for construction, included in the aggregate of these various sums, was \$1,980,968.18. The other expenditures were as follows:

Expenses in selecting plans, materials, and for experts and corner-stones.....\$9,580.12
Architect and superintendence, police and other expenses of building.....64,172.76
Legal expenses.....2,700.43
Commissioners' and Secretary's salaries, advertising and other expenses.....82,296.77
Engineering and expense local State.....610.40
Temporary quarters for State officers.....19,574.09
Temporary heat, light, water, fuel and employes.....31,975.67

Total chargeable to State-house.....\$2,191,859.42

The actual amount paid out was \$2,094,704.66, leaving only a debt of \$92,064.76 to the treasurer & Denig, to whom was given a certificate of that amount, pending an appropriation by the General Assembly. The plan of taxation was \$1,560,688.82, and to meet the balance necessary \$507,500 was procured on ten-year bonds that mature in 1905 and \$200,000 by appropriation from the general fund.

AN ARTIST'S RECEPTION.

Mr. Steele's Studio, with Its Choice Exhibit of New Paintings, Open to Visitors.

Mr. T. C. Steele, the artist, threw open his studio, yesterday, for the reception of visitors and made a display of his paintings. Mr. Steele excels in portraits and landscapes. Of the former there was a life-size picture of the late A. W. Hendricks, which is an admirable likeness, and is very satisfactory to his family and friends. A picture of Mrs. Steele is characteristic of that lady. She is portrayed sitting in a high-backed chair, and wears a broad-brimmed hat, trimmed with feathers, and the flesh colors and draperies are excellent. During the artist's summer outing, at Pine Hills, in Montgomery county, he painted a number of scenes of a scenic and historical nature, so they are truthful to nature. One is a gypsy camp at evening; the sun is disappearing, leaving only a yellow streak in the sky, and the smoke from a camp fire renders the tents and gypsies rather dim; the whole effect is a misty twilight. Another is "The Return of the Herd," cattle crossing a stream, with a few effects and still water. There is a view of the meadow toward the west, where a red sun is setting. These two pictures are the only ones with even a patch of a brilliant sky. He excels in landscape painting, and the "Hillside" gives the most delightful effect. All of these pictures are of a high order of art, and some have been shown before and a large number have been loaned by their purchasers. The artist's studio is a room in the corner of the Exposition Building, and the visitor may see the artist at work, and the artist will be glad to see the visitor.

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Dec. 14, 1898, as furnished by Elliott & Butler, abstractors of title, Room 23, 23rd building.

Susan Hailin to Albert Reinke, lot 7, lot 7, in Albert Crane's north addition.....\$225.00
John W. Sheets to Caroline Abbott, part of lot 22, in block 13, in S. A. Fletcher's north addition.....950.00
Robert H. Rice to Martha E. Rice, part of lot 10, in block 11, in the subdivision of the Chicago & Cincinnati Railroad Company's subdivision.....3,500.00
Dennis Rice to Michael Collins, lot 1, 2, 3 and 4, in block 31, in North Indianapolis.....450.00
Jerry S. Hall to John T. Hall, lots 11, 12 and 13, in Chris Baker's subdivision, in Indianapolis.....675.00
Charles H. Gillet to Edward A. Gillet, the undivided one-third of part of the lot 10, in block 11, in the subdivision of the Chicago & Cincinnati Railroad Company's subdivision.....10,000.00
Elliot, lot 4, in Noble's subdivision of lot 45, 50, 55, 56 and 61.....2,725.00
John S. Spauld to John S. Spauld, part of lot 7, and part of S. in Hansen et al's subdivision of Veiersgaard's addition.....1,500.00
John S. Spauld to Wm. B. Ellis, lot 514, in Spauld & Co.'s second Wood-lawn addition.....420.00

Conveyances 9; consideration.....\$20,445.00

PROSECUTIONS AND LITIGATION.

The Trouble the Health Board Is Having with Butchers.

The city Health Board is making a vigorous effort to stop the selling of bad meat. Yesterday morning about two hundred pounds of pork offered for sale on market was condemned, and later, Hefner and Wabnitz, the butchers who sold the meat to the retailers, were arrested.

The trial of the two men occurred in the afternoon, and the meat, in the course of the examination of witnesses, was shown to the Mayor. It did not need the eye of an expert to see that it was badly diseased. The retail butcher in whose stall the meat was found stated positively that he bought it from the defendants, and as the purchase was made by cash, he had not observed that it was bad.

Dr. Armstrong, Pritchard and McDaniel, experts, as experts, that the meat was not fit for use, and that it would be dangerous for any one to eat it. The defendants did not deny that they had sold the pork, but they pleaded that they did not know it came from a diseased hog. They butchered it by gas light and did not observe its condition. After hearing the evidence the case was taken under advisement by the Mayor until this morning. Meat-inspector Fohl says there is undoubtedly a great deal of unwholesome meat being sold, notwithstanding he is doing all he possibly can to prevent such sales. He thinks the only way to stop this violation of law is to have a few butchers heavily fined. Dr. Eary, secretary of the Board of Health, says there is always trouble in securing convictions because butchers universally plead that they were not aware that they were selling bad meat.

The Criminal Court Docket. The Criminal Court is rapidly disposing of the prisoners indicted by the late grand jury. Yesterday Michael Donahue, Fred Stinson and Albert Beard, charged with robbing Henry Tutewiler's residence, were tried, and Judge Irvin took the case under advisement. John Shipman, who, with Willie Marcus and Bert Bowen, was charged with stealing ten pounds of coffee out of a freight car, was committed to the Reformatory. Bowen and Marcus will be tried today. The indictment against Frederick Willis, charging him with selling liquor to minors, was tolled, the prosecuting witness having fled the city.

Wants a Specific Performance. Samuel A. Myers has brought suit against Butler University demanding a specific performance of contract and \$10,000 damages. About the 1st of October, he states, he bargained with the trustees of the university for the purchase of lot 85 in Butler Grove addition near Irvington, to be sold to him for \$6,000. In order to seal the contract \$100 was paid. He afterward received a note from the trustees, promising to return the money and declining to seal the deal.

Mount Jackson Is in a Fair Way to become an incorporated town. Several weeks ago a petition, asking the consent of the County Commissioners for that purpose, was filed, and yesterday the board considered the matter. A remonstrance against the petition was also filed, but it was not taken into consideration. The board, however, favored incorporation, the commissioners granted the request. The residents of the place will now hold a meeting to determine whether or not the village shall be incorporated.

Henry Guffin Released. Henry Guffin, arrested for vagrancy, was released by the Mayor yesterday morning. The court gave him some good advice, urging him to reform and try to regain the position as a lawyer and man of honor.

Has Dismissed His Suit. William Patton, suit against Mayor Denny, City Attorney Taylor, patrolman Laporte and others for \$10,000 damages in connection with imprisonment has been dismissed at Mr. Patton's cost.

The Court Record. No. 13437, Robert G. Harvey vs. J. H. Krost et al. Lake C. C. Reversed. Mitchell vs. J. H. Krost et al. Reversed. Mitchell vs. J. H. Krost et al. Reversed. Mitchell vs. J. H. Krost et al. Reversed.

CHURCH SERVICES. Christian. CENTRAL CHRISTIAN CHURCH—CORNER OF Delaware and Ohio streets. Preaching at usual hours by Rev. J. H. Krost, pastor. Subject, "The Transfiguration of Jesus." 7:30 p. m. "Forerunner and Election." Sunday-school at 9:30 a. m. Young People's Society Monday evening at 7:30. All are welcome.

Congregational. MAYFLOWER CONGREGATIONAL CHURCH—St. Clair street, near East. Services on Sunday at 10:30 a. m. and 7:30 p. m. Rev. E. B. Rawls, of Greenfield, will preach. Subject, "The Transfiguration of Jesus." 7:30 p. m. "Forerunner and Election." Sunday-school at 9:30 a. m. Young People's Society Monday evening at 7:30. All are welcome.

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